HIGHWAYS AGENCY

TOLLGATE HOUSE

ENVIRONMENT & LANDSCAPE
Environmental Statement

A30 OKEHAMPTON TO LAUNCESTON IMPROVEMENT – ENVIRONMENTAL STATEMENT 04/89

THE DEPARTMENT
OF TRANSPORT

SOUTH WEST REGION

A30 OKEHAMPTON TO LAUNCESTON IMPROVEMENT

ENVIRONMENTAL STATEMENT

P/A 5.3

THE DEPARTMENT OF TRANSPORT

SOUTH WEST REGION

A30 OKEHAMPTON TO LAUNCESTON IMPROVEMENT

SUMMARY OF ENVIRONMENTAL STATEMENT

1. Introduction

1.1 The Secretary of State for Transport has published an Environmental Statement which describes an assessment of the environmental effects of the proposal to improve a section of the A30 trunk road in Devon between Okehampton and Launceston. The Environmental Statement has been prepared in accordance with section 105(A) of the Highways Act 1980 (as added to by the Highways (Assessment of Environmental Effects) Regulations 1988).

1.2 This Statement summarises the contents of the Environmental Statement which may be inspected free of charge at all reasonable hours from 28 April 1989 until 28 July 1989 at the Department of Transport, 2 Marsham Street, London SW1P 3EB, and at the offices of the Department of Transport, South West Region, Falcon Road, Exeter EX2 7LB; Devon County Council, County Hall, Exeter EX2 4QW; Borough of West Devon, Oaklands Drive, Okehampton EX20 1LH; The Post Office, Sourton Down, Okehampton, Devon; The Post Office, Bridestowe, Okehampton, Devon and The Post Office, Lifton, Devon.

2. Site Description

2.1 The proposed trunk road improvement would run to the north of the existing A30 between the west end of the Okehampton Bypass at Sourton Down and the east end of the Launceston Bypass at Liftondown. West of the high ground near the edge of Dartmoor at Sourton Down the land form is of ridges and valleys. The landscape is not designated as high quality but is an attractive largely undisturbed rural area. It is predominantly pastural with some areas of conifer and broad-leafed woodland. The principal rivers of the area are the Thrushel, Wolf and Lew which generally flow in a westerly direction.

2.2 The land is mainly in agricultural use. The existing A30 trunk road passes through the communities of Lewdown, Tinhay and Lifton and there is sporadic development along the remainder of the trunk road. The northern boundary of an Area of Great Landscape Value follows the existing A30 from Bridestowe to Cross Roads.

3. Scheme Description

3.1 The published route is shown on the plan attached to this Statement. It runs in a westerly direction from Sourton Down leaving the existing A30 to the south and descends into the valley of the River Thrushel. The river is crossed at Wrixhill Bridge and the route then climbs over higher ground to cross the River Wolf near Drownsmill. After crossing the high ground south of Wortham Manor it descends to cross the existing A30 and skirts the south side of Liftondown before joining the Launceston Bypass.

3.2 The standard proposed for the new road is dual 2-lane carriageways. The roundabout at Sourton Down would be replaced with a new two level junction. Junctions would also be provided with the C493 road from Portgate to Broadwoodwidger and with the A30 at Liftondown. All other roads intersected by the proposed route would be bridged over or under it with the exception of the C615 in two places and the UC3, which would be stopped up for a short distance where crossed by the new road.

4. Mitigation of Adverse Environmental Effect

4.1 The preferred route announced in 1982 was chosen to minimise the effect on the environment and landscape and subsequent changes to this route in the Wrixhill Bridge and Staddon areas would further reduce the visual intrusion of the new road.

4.2 Landscaping measures comprising tree and shrub planting and earth shaping in places would assist in blending the new road into its surroundings and help create new semi-natural habitats. Earth mounding would be provided in some areas to screen the road from houses. Some additional land would be required in places to extend the highway planting and link the new habitats with existing areas of wildlife significance. New habitats would be maintained in a semi-natural condition.

5. Effect of the Scheme on the Environment

5.1 Two areas of environment would be affected by the scheme:

(a) the area surrounding the existing A30 trunk road,

(b) the rural area in which the proposed new road would be situated.

5.2 The existing A30 road passes through the villages of Lewdown, Tinhay and Lifton and other smaller hamlets. The proposed scheme when complete would remove about 90% of the traffic from the existing road which would result in a substantial reduction in noise, fumes and visual intrusion for the inhabitants of over 300 homes situated near the road. The community severance and dangers associated with a busy trunk road passing through residential communities would be removed and the quality of life generally improved.

5.3 The proposed new road would pass though a sparsely inhabited rural area most of which is farmed and is of little nature conservation value. The inhabitants of about 20 houses would experience an increase in noise levels and visual intrusion as a result of the new route. Some small areas of natural habitat would be destroyed, but shrub and tree planting on the new highway cutting and embankment slopes would create new areas of semi-natural habitat. Farm severance would be minimised by the selected route alignment and in many cases an alternative means of access would be provided where significant areas of land would otherwise be isolated.

6. The route now published broadly follows the Blue route put forward at Public Consultation. Other routes considered at that time followed the corridor of the existing A30. Although these routes, which are shown on the attached plan, were more acceptable to farming and nature conservation interests, the Blue route was considered on balance to be environmentally more beneficial and it was the clear preference of the majority of the public who expressed a view.

The Department of Transport
South West Region
Falcon Road
EXETER
EX2 7LB

28 April 1989

CONTENTS

APPENDICES

1.0 Introduction

The Secretary of State for Transport has published proposals for an improvement of the A30 trunk road between Okehampton and Launceston, in the form of draft Orders under the Highways Act 1980. He has determined that this improvement scheme shall be the subject of an environmental assessment. Accordingly this Environmental Statement is now published summarising the assessment and the environmental effects of the scheme in accordance with section 105A of the Highways Act 1980 (as added by the Highways (Assessment of Environmental Effects) Regulations 1988.)

2.0 Site Description

2.1 The proposed route, which is shown on the drawing at Appendix 1, would cross an area of moderately undulating land with the characteristic rounded forms of the Culm geology. It is largely dominated by ridges and river valleys running in a north-east, south-west direction. The River Thrushel collects its waters on the slopes north-west of Dartmoor, just south-west of Okehampton. It then runs south westwards in a well defined valley and is joined by the River Wolf, running in from the north near Tinhay, before running into the River Lyd, south east of Lifton.

2.2 South of the proposed route the River Lew follows a roughly parallel course to the Thrushel. Much of the Lew Valley lies in an Area of Great Landscape Value (AGLV) which is bounded on the northern side by the existing A30 between the junction with the B3278 and the hamlet of Crossroads. The AGLV lies roughly 2 kms south of the proposed road.

2.3 The landscape through which the proposed route would pass is not designated but it is an attractive, largely undisturbed, rural area. It is predominantly pastural with generally small to medium sized fields bounded by Devon banks and hedges. Tree cover is largely concentrated in the river valleys along the watercourses or on the lower valley slopes. Several areas of woodland are commercial plantations and Eastlake Wood, a broad-leafed wood in the Thrushel Valley, has recently been clear felled by the owner. No Tree Preservation Orders are in force.

2.4 There are no designated Sites of Special Scientific Interest along the route and the proposed road would be 1.5 kms north of the Combebow Nature Reserve. However, several sites along the proposed route have been identified by the Devon Trust for Nature Conservation Ltd (now the Devon Wildlife Trust) as having local ecological significance.

2.5 The main land uses are agriculture and forestry. Most of the land is classified as Grade 3 with large areas of Grade 4, particularly along the lower lying river valleys at the eastern end of the scheme.

3. Scheme Description

3.1 General

3.1.1 The 12.8 mile long new length of trunk road which will have dual 2 lane carriageways will run from Sourton Down at the west end of Okehampton Bypass to Liftondown at the east end of Launceston Bypass. It would involve the excavation of approximately 1.5 million cubic metres of material most of which will be incorporated in road embankments and landscaping areas. The estimated cost of the works (including VAT) is £43.75 million.

3.2 Main Line

3.2.1 At its eastern end the new road would leave the existing road at Sourton Down and swing westwards leaving the existing A30 to the south. After crossing Cowsen Lane (UC 96) it would enter a deep cutting and descend at an 8% gradient to pass to the north side of Lillicrapp and Week. It would enter the Thrushel Valley near Blatchford and follow the side of the valley until the crossing of the river at Wrixhill Bridge where it would leave the Thrushel to pass along the foot of the ridge on which Patchill is situated. After crossing the Breazle Water the route would pass between Wollacott and the Thrushel and then climb away from the valley in a deep cutting at the west end of Eastlake Wood. It would pass along the north side of the ridge on which Staddon is situated and then descend into the valley of the River Wolf. After crossing the Wolf the route would climb along the side of a subsidiary valley to the high ground near Wortham Manor. It would then descend towards Liftondown where the existing A30 would be crossed before it joined the Launceston Bypass.

3.2.2 An indication of the proposed heights of embankments and depths of cuttings along the route is shown on the drawing at Appendix 1.

3.3 Junctions and Side Roads

3.3.1 The proposed treatment of side roads and the locations of junctions with the existing road network are shown at Appendix 1.

Three junctions would be provided as follows:-

(i) at the east end the existing roundabout at Sourton Down would be replaced by a two level junction and the A386 road diverted to pass under the new A30. All desired turning movements at this junction would be catered for by slip roads;

(ii) where the C493 road leading to Roadford Reservoir passes over the new route to the south of Rexon Cross, slip roads would be provided to link the two roads and permit all turning movements; and

(iii) at the west end at Liftondown, the new route would be bridged over the existing A30 and slip roads provided to link the two roads and enable all turning movements to be accomplished.

3.3.2 With three exceptions all other routes intersected would be bridged over or under the new route without any connections. The exceptions are the UC 3 to the west of Yeat, the C615 south of Wortham and the C615 to the south of Drownsmill which would be stopped up where they would be severed by the new route as reasonable alternative routes would exist.

3.4 Structures

3.4.1 The major bridges on the scheme would be constructed in concrete and can be broadly divided into three categories, ie River Bridges, Road Underbridges and Road Overbridges, a total of 14 structures. Their locations are indicated on the drawing at Appendix 1 and their sizes are given in Table 1 below.

TABLE 1

Bridge	No of Spans	Overall Span (Metres)	Height of Approach Embankment (Metres)
River Bridges			
River Thrushel	2	70	8
C463 Wrixhill	1	7.2	1
Breazle Water	1	5	5
River Wolf	1	10	5
Rexon Stream	2	30	4
Road Underbridges			
A386 Sourton Down	1	17.2	6
C729 Week	1	6	-
UC1/Breazle Overspill	1	10	6
C670 Wortham	1	7.8	-
A30 Liftondown	1	15.8	4
Road Overbridges			
UC96 Cowsen Lane	2	36.5	9
C708 Ebsworthy	2	27.2	6
Ellacott Accommodation	2	28.2	8
C493 Brewers	2	26.3	5

3.4.2 The appearance and details of the bridges have been standardised as much as possible. The general appearance would be of vertical abutments and slab decks and other features would be incorporated in the designs, to produce aesthetically pleasing structures.

4. Traffic Flows

4.1 The proposed scheme when opened would remove about 90% of traffic from the existing A30. There would be little change in the traffic flows on the minor roads. The existing and predicted traffic flows are shown in Appendix 2.

5. Mitigation of Adverse Environmental Effects

5.1 General

5.1.1 Because the proposed route would pass largely through a sparsely inhabited rural area, the main adverse environmental effects would be on the farmland, the landscape in general and natural habitats. The mitigation measures already taken as part of the selection of the preferred route are, choice of alignments sympathetic to the existing terrain and, in particular, two variations of the previously published preferred route:-

(a) at Wrixhill Bridge, where in order to reduce the length of large embankment in the Thrushel Valley and to position the new bridge in a more suitable location for crossing the river and the C463 road, the route has been moved southwards by about 180m.

(b) at Staddon, where in order to reduce farm severance to a minimum and tuck the line below the top of the ridge in a less conspicuous position, the route has been moved northwards by about 400m.

5.1.2 Landscape proposals would further mitigate the visual effects of the road and to some degree offset the destruction of some of the natural habitats. The planting proposals would seek to reflect and link into existing tree and shrub cover in order to blend the road into its surroundings. Some earth shaping on adjoining land is also proposed to tie the road earthworks into the existing contours where possible and enable the land to be returned to agricultural use.

5.1.3 Farm severance would be kept to a minimum by the selected route alignment but several farms would be substantially affected. Where significant areas of farmland would be isolated alternative means of access would be provided.

5.2 Principal Landscape Proposals

5.2.1 At Sourton Cross the proposed grade-separated junction with its embankments, without landscaping treatment, would intrude upon Sourton Village and be prominent in views from the high ground within the Dartmoor National Park. However extensive areas of additional land would be taken so that material may be placed and shaped to provide a solid screen for Sourton and soften the lines of the engineering embankments so that when planted the junction would be largely contained.

5.2.2 The deep cutting through the hill west of Landymoor would be on a curve and proposed planting would further reduce the notch effect.

5.2.3 Beyond Lillicrapp the proposed road would run in a valley of a tributary of the River Thrushel before cutting across the southern flank of the high ground north west of Week Farm. Some additional land would be acquired for planting to allow stronger links to be made to surrounding vegetation. No planting would be proposed for the large cutting through the hill west of Week where the cutting form would reflect the shape of the natural hillside.

5.2.4 Between Week and Ellacott the road would run through the commercial plantation of Waybarton Forest. Several small areas of land would be acquired to extend the planting from the road earthworks to link with surrounding

vegetation in order to blend the road into its setting and to link the new semi-natural habitats of the extensive road cutting and embankment slopes with the existing areas of wildlife significance.

5.2.5 West of Waybarton Forest the road would run into the Thrushel Valley fitting well with the contours but intruding into some relatively undisturbed semi-natural areas. The planting proposals would seek to relate the road strongly to the waterside vegetation for visual and ecological reasons and several areas of land would be acquired to strengthen these ties.

5.2.6 Where Breazle Water joins the Thrushel it would be necessary to form a flood channel which would have to be kept clear of vegetation. However, in liaison with the Water Authority, extensive planting would be introduced to link the roadside vegetation on the south side with the trees along the watercourse.

5.2.7 Similarly, south of Wollacott, additional land acquisition would increase the planting potential and create a considerable area of tree cover along the lower slopes of the river valley. Woolacott Farm would be screened from the road by cuttings and proposed planting.

5.2.8 Eastlake Wood has been clear felled by the owner, however, the road cuttings through this area would be planted to link any new planting that may take place in the woodland area.

5.2.9 At Staddon the modified alignment would considerably reduce the severance problems and the proposed road would be on the north side of the ridge out of sight of Staddon. East Banbury would be protected by the lie of the land and by its own out buildings.

5.2.10 At the C493 junction earth shaping on adjoining land would be undertaken to reduce the visual impact of the embankments and the land then returned for agricultural use. Planting would be undertaken to link with the existing tree cover in the well vegetated area around Brewers.

5.2.11 Drownsmill is the confluence of several watercourses including the Wolf with the Rexon Stream. Although the road would cross this area on embankment, additional acquisition for earth shaping would destroy more of the semi-natural habitat. The landscape proposals would therefore be restricted to extensive planting including some small areas to link with the watercourse vegetation.

5.2.12 As the road climbs from the Thrushel Valley towards Liftondown it would alternate between embankment and cutting as it crosses the undulating ground south of Wortham Manor, a Grade II Listed Building. The Manor would be protected from the proposed road by the rising ground. Several additional pockets of land would be acquired for planting to link into the existing vegetation pattern and in some instances to allow a softening of the earthworks by land shaping.

5.2.13 West of Yeat, which is protected by the shoulder of the hill to the north, the road would descend to Liftondown and join with the Launceston Bypass. Several areas of land would be acquired to allow extensive land shaping to blend in the earthworks at Liftondown Bridge and also to create an amenity bund between the proposed road and the village.

5.2.14 The majority of the planting proposed would be of the native species found locally thus extending the potential habitat for much of the wildlife to be found along the road corridor.

6. Effect of the Scheme on the Environment

6.1 Two areas of environment would be affected by the scheme:

(a) the area surrounding the existing A30 trunk road,
(b) the rural area in which the proposed new road would be situated.

6.2 The existing A30 passes through the villages of Lewdown, Tinhay and Lifton and other smaller hamlets. The proposed scheme when complete would remove about 90% of the traffic from the existing road which would result in a substantial reduction in noise, fumes and visual intrusion for the inhabitants of over 300 homes situated near the road. The community severance and dangers associated with a busy trunk road passing through residential communities would be removed and the quality of life generally improved.

6.3 The proposed new road would pass through a sparsely inhabited rural area most of which is farmed and is of little nature conservation value. The inhabitants of about 20 houses would experience an increase in noise levels and visual intrusion as a result of the new route. Some small areas of natural habitat would be destroyed, however shrub and tree planting on the new highway cutting and embankment slopes would create extensive new areas of semi-natural habitat.

6.4 More details of the effect of the scheme are given in the appraisal framework at Appendix 3.

7. Alternative Routes at Public Consultation

7.1 The alternative routes put forward at Public Consultation are shown in Appendix 4. The Published Route would broadly follow the Blue Route and the other alternative routes follow the corridor of the existing A30.

7.2 If a dual carriageway standard road was to be built along the existing A30 corridor, diversions would be necessary to avoid communities at Crosslanes, Lobhillcross, Cross Road, Lewdown, Portgate, Tinhay and Lifton. Some property demolition would also be necessary. Approximately 9 km of the 20 km length of the existing A30 could be used for a new dual carriageway but, owing to the need for more junctions, it would be of a lower standard than the proposed scheme. The best corridor route was judged to be the Brown-Orange-Green and Red variation.

7.3 The best corridor route was considered to be more acceptable to farming interests but the Blue route was preferable for residents. It would remove the adverse effects of the road from more residential properties and cause less community severance than the best corridor route. This was reflected in the Public Consultation response which clearly indicated a preference for the Blue route. The Blue route would also more closely meet the policy to bring environmental benefit. It would be slightly more effective in meeting transport and development policies and would have an advantage for the travelling public by causing less delay during construction work and also operate better in peak traffic conditions.

7.4 The Blue route with modifications at Lillicrapp and Ellacott was therefore adopted as the preferred route. Further modifications at Wrixhill and Staddon have since been made for the proposed route as previously described.

The Department of Transport
South West Region
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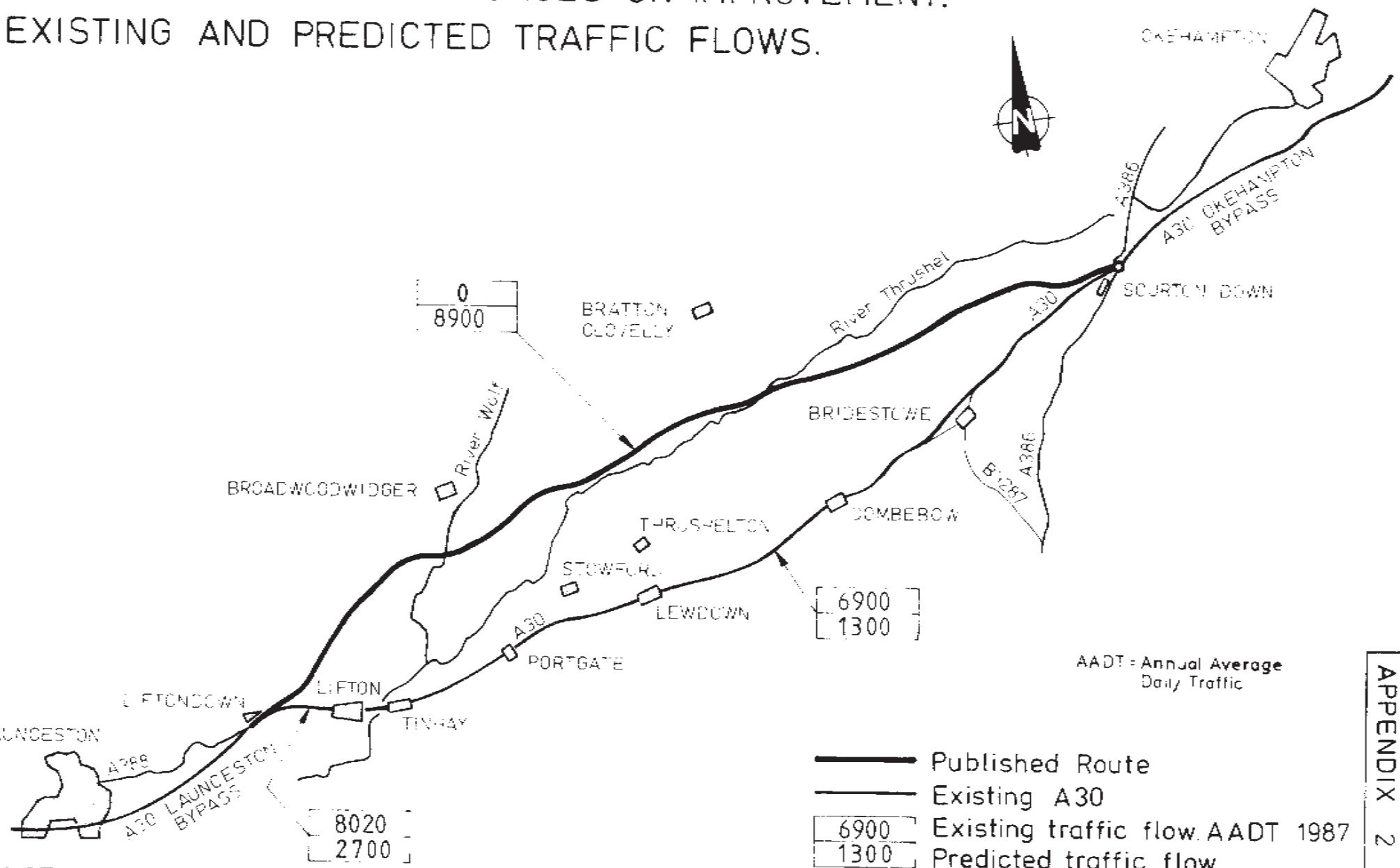
April 1989

A30 OKEHAMPTON TO LAUNCESTON IMPROVEMENT. EXISTING AND PREDICTED TRAFFIC FLOWS.

APPENDIX 2



APPENDIX 2

GROUP	EFFECTS	UNITS	PUBLISHED ROUTE	DO-NOTHING	COMMENTS
S Common	Land take	Hectares	0·05	No change	Minor effect to corner of Common
	Commoners with rights	No	59	0	South West Water has rights for water main nearby
F FACILITIES. own Methodist	Access		No change		The old A30 will be lightly trafficked and thus allow easier and safer access
	Noise.	dB(A) L10	A30 -2	Increases with traffic flow.	Noise level calculated for the design year 2008.
shops etc	Reduction of vehicle/pedestrian conflict.	Percentage of traffic removed	79 %	Increases with traffic flow.	
oads Motel and other r service facilities	Accessibility for through traffic.	Kilometres	Bypassed	No change	With Published Route access will be available from old A30.
	Noise and visual disturbance	Length (m) of river within 100m of route	2240	No change	
	Pollution during construction	Number of locations of river works.	4	N/A	
owe Parish Church.	Noise	dB(A) L10	-9	N/A	
FOR CONSERVING ANCING THE AREA. ect the landscape gnated areas.	AUTHORITY Devon C.C.	INTEREST To conserve and enhance the landscape of the area	Not affected	No change	Devon County Structure Plan 1987
ect Listed Buildings.	Devon C.C Dept of Environment.		N/A	N/A	No listed buildings affected by published route With published route 10 listed buildings adjacent to existing A30 relieved of trunk road traffic.
ect natural habitats.	Devon C.C.Nature Conservancy Council. Devon Wildlife Trust	Affected number of sites of conservation interest excluding river crossings.	One wood of particular interest is severed	N/A	Based on report by Devon Trust for Nature Conservation Ltd. The river areas noted under Fishing are also of conservation interest. Devon County Structure Plan 1987.
RT DEVELOPMENT NOMIC POLICIES nance road	Dept. of Transport.	To reduce casualties from road traffic accidents.	Yes - see Group 1. for figures.	No change	Government White Paper Policy for Roads in England: 1987 Cm. 125 I & II
vide roads which nomic recovery elopment.	Dept. of Transport.	To assist commercial development and tourism in the region by improving A30 trunk road	Yes	No	Government White Paper Policy for Roads in England: 1987 Cm. 125 I & II
de roads which bring mental benefit.	Dept. of Transport.	Percentage of traffic removed from rural communities.	Lifton 79%. Lewdown 90%.	0	Government White Paper Policy for Roads in England: 1987 Cm. 125 I & II
eve local traffic ms at Lifton and further growth lage.	Devon C.C.	Selected Local Centre.	Yes		Devon County Structure Plan 1987
AL EFFECTS ent of Transport	INTEREST Capital cost (Works & Land)	UNITS £M (4th Quarter 1988) (incl.VAT)	43·75	-	Costs are discounted from years of expected expenditure to 1979 at 1979 prices (PVC = present value of costs, PVB = present value of benefits, NPV = nett present value.
	Construction cost	£M (PVC) (COBA 9)	0·71	-	
	Land cost	£M (PVC) (COBA 9)	0·27	-	
	Maintenance cost	£M (PVC) (QUADRO 2)	0·17	0·97	
	Total cost	£M (PVC) (COBA 9 / QUADRO 2)	10·15	0·97	
	Nett Total cost	£M (PVC) (COBA 9 / QUADRO 2)	9·18	-	
	Total quantified monetary benefits	£M (PVB) (COBA 9 / QUADRO 2) Low / High growth	7·75/12·89	-	Includes savings in time, vehicle operating costs and accidents. Taken from Group 1.
	Nett present value compared to 'do-nothing'	£M (NPV) (COBA 9 / QUADRO 2) Low / High growth	-1·43/3·72	-	

APPENDIX 3

A30 TRUNK ROAD
OKEHAMPTON BYPASS
TO LAUNCESTON BYPASS

APPRAISAL FRAMEWORK
PUBLISHED ROUTE
D2L
GRADE SEPARATED

DATE DRAWN: Sept. 1988

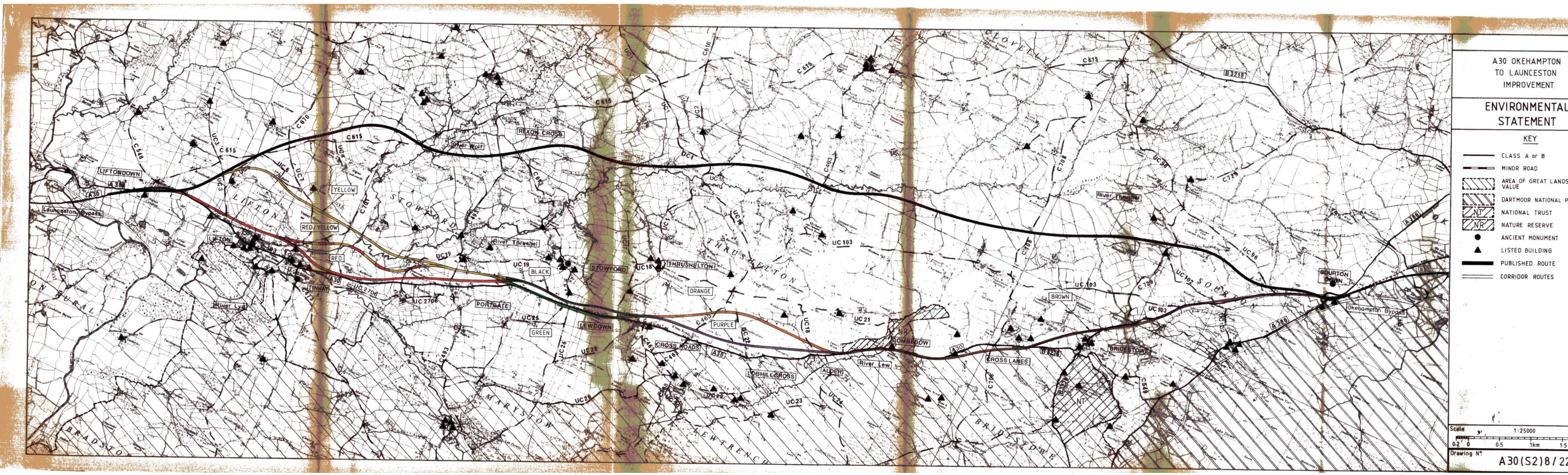
GROUP	EFFECTS	UNITS	PUBLISHED ROUTE	DO NOTHING	COMMENTS
1 TRAVELLERS.					Notes A, B and C each apply to the first three lines.
All vehicle travellers.	Time savings.	£M (PVB) {COBA 9 / QUADRO 2} Low/High growth	5.93/9.94	0	A The published route column shows the improvement of the route over the 'do-nothing' option. Hence the do-nothing entries are zero.
	Vehicles operating cost savings.	£M (PVB) " " " " "	-0.38/-0.18	0	B. Present value of benefits (PVB) are for a 30 year period from the expected date of opening and discounted to 1979 at 7% p.a. Positive figures are savings.
	Value of accident savings.	£M (PVB) " " " " "	2.19/3.13	0	C. National average figures for vehicle occupancy and for accident rates and costs have been applied.
	Reduction in casualties.				The figures indicate the probable total reduction in casualties over the whole of the 30 year assessment period using the national average figures. They take no account of the safety implications of the routes.
	Fatal	Number. Low/High growth	29 / 34	0	
	Serious.	Number. " " "	246 / 287	0	
	Slight.	Number. " " "	711 / 831	0	
	Traffic delay during construction		Slight	None	
	Junctions and accesses.	Number. Grade separated junction.	3	0	PRIVATE ACCESS. i) Do Nothing. Field gates not included. ii) Published Route. Two accesses are for the use of emergency service vehicles only whilst the third gives access to a severed property from a proposed slip road.
		Cross roads junction.	0	7	
		Tee junction.	0	23	
		Private access.	3	200 approx.	
2 OCCUPIERS	Properties demolished	Number.	0	0	
a. Residential	Noise effects adjacent to new road	Number of houses subject to noise increase, more than 15 dB (A) L10	10	0	Noise level calculated for the design year 2008 Existing average ambient noise level 41 dB (A) L10
		10 - 15 dB	6	0	
		5 - 10 dB	1	0	
		3 - 5 dB	13	0	
	Noise effects adjacent to existing road	Number of houses subject to noise decrease. more than 15 dB (A) L10	0	0	Noise level calculated for the design year 2008
		10 - 15 dB	0	0	
		5 - 10 dB	330	0	
		3 - 5 dB	0	0	
	Visual obstruction due to new road.	Number of houses High.	0	0	Visual obstruction calculated using method detailed in Manual of Environmental Appraisal: Part B. Section 2. Appendix 2.
		Moderate.	13	0	
		Slight.	16	0	
	Visual intrusion due to new road		Moderate intrusion at Sourton, Liftondown and several isolated properties along the route	No Change.	Visual intrusion at most locations will be significantly reduced by mitigation measures such as amenity mounds or planting
	Community severance		Route passes between Liftondown and Lifton. 2 side roads closed	Deteriorating situation for residents of Litton and Lewdown.	With Published Route existing severance in Lewdown, Tinhay and Lifton is substantially reduced.
	Disruption during construction.		Slight	None	
b. Commercial premises.	Noise effects adjacent to new road.	Number of premises subject to noise increase of more than 5 dB (A) L10	0	0	Noise level calculated for the design year 2008
	Noise effects adjacent to existing road.	Number of premises subject to noise decrease of more than 5 dB (A) L10	25	0	Noise level calculated for the design year 2008
	Severance from passing trade.		All business interests bypassed at distance	No Change	
	Disruption during construction.		None	None	
c. Schools, Lifton Primary.	Noise.	dB (A) L10	-9	No change.	Noise level calculated for the design year 2008
	Severance.		No change	No change.	
Lewdown Primary.	Noise.	dB (A) L10	-12	Increase with traffic flow	Noise level calculated for the design year 2008
	Severance.		Substantially reduced	Increase with traffic flow	
d. Farming	Land take	Number of farms affected.	47	No change.	Effect is only minor in many cases.
	Severance	Degree of severance	Moderate along western half. Several large units severely affected along eastern half.		
	Land take	Hectares of land. Grade III.	37	0	Based on 1in to 1mile MAFF classification map. Compensation included in group 6.
		Grade IV	59	0	
		Non-agricultural.	10	0	

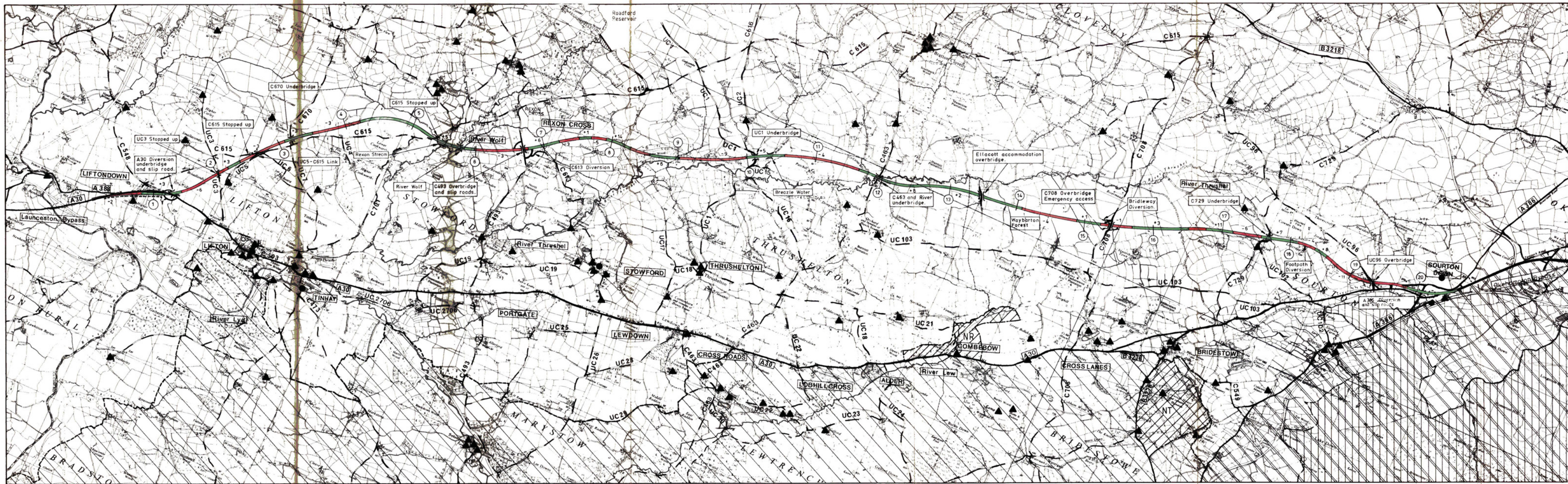
APPENDIX 3 Page 1 of

A30 TRUNK ROAD
OKEHAMPTON BYPASS
TO LAUNCESTON BYPASS

APPRAISAL FRAMEWOR
PUBLISHED ROUTE
D2L
GRADE SEPARATED

DATE DRAWN: Sept. 1988


A30 OKEHAMPTON
TO LAUNCESTON
IMPROVEMENT
ENVIRONMENTAL
STATEMENT
KEY
CLASS A or B
MINOR ROAD
DARTMOOR NATIONAL P
NATIONAL TRUST
NATURE RESERVE
ANCIENT MONUMENT
LISTED BUILDING
PUBLISHED ROUTE
CORRIDOR ROUTES
Scale
1:25000
0·5
1km
Drawing Nº
A30(S2)8/22
LIFTONDOWN
Launceston Bypass
LIFTON
YELLOW
RED/YELLOW
RED
TINHAY
River Lyd
REXON CROSS
River Wolf
River Thrushel
BLACK
PORTGATE
GREEN
STOWFORD
LEWDOWN
THRUSHELTON
ORANGE
PURPLE
CROSS ROADS
LOBHILL CROSS
ALDER
River Lew
COMBEBOW
CROSS LANES
BROWN
BRIDESTOWE
SOURTON
Okehampton Bypass
River Thrushel



APPEND

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